

The Sydney Morning Herald.

TERMS OF SUBSCRIPTION.

Sydney, 25 per annum; Country, £3 10s.; 10⁰ d. discount for payment in advance.] VOL XXVI.

TUESDAY, AUGUST 14, 1849.

No. 3819

CASH TERMS FOR ADVERTISEMENTS.

FOR THE HUNTER.
THE fine fast sailing
regular trader
YOUNG QUEEN
is now ready to receive cargo
for the above place, and will sail on Thursday
next. For further particulars apply to the
Master, on board, at Brodie's Wharf, or to
MR. S. WELLS,
664, George-street.

FOR MONTEON BAY.
A REGULAR TRADER.

THE fine new schooner
CHRISTOPHER GEORGE,
87 tons, Captain Lawson,
will clear at the Circular Wharf,
on Wednesday next, and sail positively the day
following.

For freight (having room for a few tons), or
passage, apply to

JOHN MORRIS,
Albion Wharf.

Bottom of Market-street.

August 13. 2526

FOR GEELONG AND MELBOURNE.
THE FINE SCHOONER

ARIEL,
78 tons, W. Dobson, master.
For freight or passage apply to the
Master, on board; or to

R. T. FORD,
8, Bridge-street.

ONLY VESSEL FOR MELBOURNE.

THE fine 2-brother
JOHN AND CHARLOTTE,
140 tons burthen. General
cargo master, will have quick
dispatch. For freight or passage, having ex-
cellent accommodation, apply on board, at the
Circular Wharf, or to

SHIPPARD AND ALGER,
Packet Office, 470, George-street.

This Vessel is chartered to proceed to Port Al-
lora after discharging at Port Phillip, and
offers a good opportunity for freight and passengers.

August 13. 2526

FOR HOBART TOWN.
THE SCHOONER

WILLIAM,
80 tons, Freeburn, master,
sails for the above port on the
16th instant.

For passage only apply on board; or to

JAMES COOK,
Circular Quay.

August 13. 2526

FIRST VESSEL FOR ADELAIDE.
THE noted clipper

PHANOM,
268 tons register, Henry T.
Fox, commander, clear at the
Water Police this Day. For passage, or a
few tons of light freight, early application is
necessary, to

SHIPPARD AND ALGER.

Packet Office, 470, George-street.

Ships are requested to stand down their
signals at once, to prevent disappointment. 1863

FOR ADELAIDE DIRECT.

THE well-known Brig
EMMA,
Osborne, master, will have
her usual despatch.

For freight or passage, having superior accom-
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SHIPPING INTELLIGENCE.

ARRIVALS.

August 13.—Alphas, cutter, 37 tons, Captain Williams, from Launceston the 29th July.

August 13.—Duke of Roxburgh, barque, 498 tons, Captain Collard, from Plymouth the 30th April, with immigrants and merchandise. Passengers—Mr. Egerton Beck, Mr. R. Newell, Mr. Hulgar, Mr. Dakin, and Mr. R. Baker.

August 13.—Nile, brig, 287 tons, Captain Sinclair, from Hobart Town the 7th instant.

August 13.—Albion, barque, 479 tons, Captain Hindewell, from London, having left the Downs on the 26th March. Passengers—Mr. W. Brotchie, Mr. and Mrs. Elias Solomon, five sons and one daughter, Mr. W. Lovell, and Mr. D. Fallah.

August 13.—Madawaska, ship, 561 tons, Captain McKinnell, from London via Adelade and Port Phillip, having started from the port of call on the 21st instant. Passengers—Mr. and Mrs. Pennington, Mr. and Mrs. Heywood, Mr. G. Gray, Mr. and Mrs. De la Taste and child, Mr. W. Sharpe, Mr. Asman, Mr. Hector, Mrs. and Miss Rogers, Miss Stewart, Mr. and Mrs. Sigmund and three children, Mr. and Mrs. Hall and child, Mr. and Mrs. Little and two children, Messrs. Mann, Bradford, Bourne, Knowles, Shaw, Tweedale, Piggott, Plummer, Clarke, Martin, Macpherson, and Powell.

August 13.—Torrington, brig, 128 tons, Captain Hilder, from Ceylon the 17th June. Passengers—Mr. C. Peters, Mr. A. Cant.

DEPARTURE.

August 13.—Diana, brig, 193 tons, Captain Peate, for Melbourne. Passengers—Mr. and Mrs. Turnbull and four children, Mr. Smith, Mrs. Larmer and child, Mrs. Smith and child, Mr. and Mrs. Cupper, Miss Newland, Messrs. Gavin, Ellis, Johnson, Gordon, Williams, and two servants.

August 13.—Champion, schooner, 54 tons, Captain Collas, for Moreton Bay. Passengers—Mr. M. F. A. Forbes, Mr. and Mrs. Cook and two children.

August 13.—Lyget, schooner, 29 tons, Captain Johnson, for Moreton Bay. Passengers—Mr. Moore.

CLEARANCES.

August 13.—Quintin Leitch, ship, 613 tons, Captain Potter, for London. Passengers—Mr. Williams, Dr. Humphreys, Mr. Jamieson, Mr. Orr, Mrs. Eye and child, and Miss Tarr.

August 13.—Elizabeth Jane, schooner, 43 tons, Captain Stericker, for Moreton Bay.

Passengers—Mr. A. Thompson, Mr. D. James, and two servants.

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PROJECTED DEPARTURES.

THIS DAY.—Teazer, for Geelong; Elizabeth Jane, Champion, and Cygnet, for Moreton Bay; Mary, for China.

TO-MORROW.—William, for Launceston; Susan, for Auckland; Terror, for Anatam.

COASTERS OUTWARDS.

August 13.—Thistle, steamer, 127, Moulton, for Morpeth, with sundries; Dove, 13, Hart, for Broken Bay, with sundries; Maria Providence, 26, Morrow, for Wollongong, with sundries; Amphitrite, 17, Cox, for Brisbane Water, in ballast; Glenduirt, 40, James, for the McLeay River, with sundries; Catherine, 26, Nicholson; and Australia, 13, Williamson, for Newcastle, in ballast.

IMPORTS.

August 13.—Alphas, cutter, 37 tons, Captain Williams, from Launceston; 328 bags oats, 74 bags flour, 1,300 bags wheat, 2 cases skins, 76 casks Manila rope, Order.

August 13.—Duke of Roxburgh, barque, 498 tons, Captain Collard, from London and Plymouth; 20 quarter casks wine, Montefiore, Grahame, and Co.; 15 bags, 1 case, Smith, Campbell, and Co.; 49 packages cordage, 6 bags, Lyall, Scott, and Co.; 4 packages, Smith, Brothers, and Co.; 2 cases, E. Beck; 27 trucks boots, Smith, Croft, and Co.; 1 box seeds, and E. Buxton; 35 bags hams, 7 pairs bellows, 270 cart-hoses, 204 bundles iron-hoops, 91 cases and 3 bundles sheet iron, 3 sheets iron, 9 packages hardware, T. Woolley; 2 quarter-casks wine, Gun-room H.M.S. Achernar; 5 cases, John Campbell.

August 13.—Nile, brig, 287 tons, Captain Sinclair, from Hobart Town; 168 tresses hay, Gilchrist and Alexander; 280 bags bran, 1 cask drage, W. Dean; 35 bags hay, J. Baptiste; 20 bags potatos, G. McDonald; 42 bags flour.

August 13.—Albion, ship, 561 tons, Captain Hindewell, from London; 30 hogheads B.P. rum, 100 casks beer, 100 casks Geneva, 26 bags tobacco, 40 hogheads brandy, 12 bags 3 cases and 60 boxes merchandise, Smith, Croft, and Co.; 120 hogsheads beer, Thacker and Co.; 50 hogheads brandy, Donnaldson; and Co.; 500 cases Geneva, 30 bags hams, 21 cases, 72 bags flour, 131 casks maize, 8 bags rice, 7 pairs bellows, 270 cart-hoses, 204 bundles iron-hoops, 91 cases and 3 bundles sheet iron, 3 sheets iron, 9 packages hardware, T. Woolley; 2 quarter-casks wine, Gun-room H.M.S. Achernar; 5 cases, John Campbell.

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was made to carry off the victory by a sudden dash, but an immense part of artillery was required to do its work steadily, and effectively; the victory was won by science, not by science, not by art, but the victory was followed up by the destruction of the occupied districts of the country, for the present the Sikh power seems to be destroyed. And if the hot season afford them a season of repose and leisure for new plots, the next cold season will end Sir Charles Napier on the ground.

MONEY MARKET AND CITY NEWS. (From the *Morning Chronicle*, April 26.)

Penrudd's attention has been particularly directed to-day to the report of the committee of the Eastern Counties Railway. The feeling is strongly condemnatory of the acts of the directors, and great blame is attributed to them for pursuing a system of deception with regard to the accounts which has altogether misled the proprietors in their estimate of the profits of the concern. The substance of the report is simply this: that two-thirds of the dividends have been paid out of capital, and for the last half-year there should have been £500,000 profit.

The English Stock Market remains unchanged. Not much business was transacted to-day, and prices closed the same as yesterday. Consols were done at 92 and 92½ for money, at 92 and 92½ for account, and left off steadily at 92 to 4 for both time and money. Reduced, 90 to 4. New Three-and-a-Quarter per Cent. were operated in at 91½ to 4; and the Three per Cent. of 1726 at 90; Long Annuities, 8½ to 9½; ditto, 7½; Spanish Five per Cent., 16½ to 17½; ditto, 2½; Danish, 6½; Portuguese Four per Cent., 2½; Dutch Two-and-a-Half per Cent., 50 to 4½; Dutch.

The Foreign Market was steady and quiet. The dealings were in Mexican at 31½ to 32½ with Coupons, and 29 to 30½ for Coupons; Peru, 5½; Grenada, 18½; ditto, Deferred, 3½; Ecuador, 4; Venezuela, Deferred, 7½; Brazil, ditto, New, 7½; Spanish Five per Cent., 16½ to 17½; ditto, 2½; Danish, 6½; Portuguese Four per Cent., 2½; Dutch Two-and-a-Half per Cent., 50 to 4½; Dutch.

The Railway Market was very heavy, all the principal lines declining in prices £2 to £6 per share, with more sellers than buyers. The result of the inquiry of the committee of shareholders in the Eastern Counties Railway Company, was the cause of the depression. Eastern dealings occurred in Caledonian, Eastern Counties, Great Northern, North Western, Midland, York and Newcastle, and York and North Midland. The fall in prices was general, and the fall in the value of the Eastern Counties, £1; Great Western, £5; Brighton, 10s.; North-Western, £3½; South-Western, £1; Midland, £1; ditto Birmingham and Derby, £5; Norfolk, 2½; Oxford, Worcester, and Wolverhampton, £1; South-Eastern, £1; York, Newcastle, and Berwick, 10s.; and York and North Midland, £2 per share.

The Corn trade was dull this morning, with a downward tendency in prices.

There was a small trade transacted in the Continental Exchange this afternoon, and the rates remained generally the same as last post day, with the exception of that on Paris, which was rather higher, owing to bills being more abundant. Amsterdam, three months, 12½ to 12½; ditto at 8½; 12 to 12½; Brighton, 12 to 12½; Antwerp, 25 to 22½; Hamburg, 13½ to 13½; Paris, short, 25 to 25½; ditto, three months, 25 to 25½; ditto, 12½ to 12½; St. Petersburg, 23 to 23½; Geneva, 23 to 24½; Leghorn, 23 to 23½ to 24; Milan, 23 to 24½.

The Mining-lane market has been rather quiet during the past week. There is still a great want of confidence in the future on the part of buyers, and the arrivals of produce having been recently very large, lower prices have been generally anticipated.

The Committee of Greek Bondholders have addressed a memorial to the Greek Government, on the subject of the long-neglected claims of the bondholders, which has been transmitted to the Major's Minister at Athens, by Lord Palmerston.

The accounts from Amsterdam of the 25th announce no material alteration in the market for the national securities of Holland. French funds were heavy, with some business doing.

From Havre the accounts of Wednesday advise a great market for cotton, with less prices in price.

A letter from the Secretary of the 16th says:—The law of the forced loan has been revoked, and the sums already collected will be repaid to the subscribers.

Konigshafen letters of the 20th advise that an active demand for vessels to England, Holland, and France had prevailed up to the 17th instant, and the rates of freight had gone higher; 5s. per quarter for wheat to London had been paid. Vessels had both entered and left Pillau from all directions, but the law to be administered by Danish cruisers or the blockading force up to the 20th instant, when the Danish fleet, under St. Croix, had shored in the roadstead, and immediately forwarded a circular to the consuls of neutral powers, that she was appointed to blockade the harbour.

Letters from Travemunde of the 23rd, state that the Danish war-steamer Geiser was off that port.

At Warnemunde a Danish cruiser had wounded of several vessels; but some, however, had succeeded in getting into the port. Elsinore letters of the 18th advise that the Sir Colm Campbell, from Hartlepool to Stralsund; the Coburg, from Stockton to Stettin; and the Stanley, from Stockton to the Baltic, had put into that port in consequence of their ports of destination being blockaded; they would dispose of their cargoes at Elsinore. The Duke of Wellington, had immediately forwarded a circular to the consuls of neutral powers, that she was appointed to blockade the harbour.

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PHILADELPHIA.

FEBRUARY 15.—One of the grandest conceptions and projects of the age, certainly the greatest that has ever been offered in the New World, has been introduced in the United States' Senate by Mr. Thomas H. Benton, the senator from Missouri, and his bill for the measure has been read twice, and referred to the Military Committee.

Mr. Benton's bill proposes a national road from the state of Missouri, at the river St. Louis, across the continent of North America to the bay of San Francisco, on the Pacific Ocean, with a branch road up the Sacramento and along the base of the Sierra Nevada, and along the water of the Columbia river.

Now this great highway is neither to be confined to a railway or a macadamised road, but a noble track of a mile in breadth, within which may be embraced a railroad, a plank road, and an "old English road, so that all kinds of travelling, by steam, by caravan, or by pack, may be shall be free, and for ever be free, across the Prairies, the Rocky Mountains, and the Sierra Nevada, mountain passes being now known that are entirely practicable, and easy of ascent and descent.

According to the bill, this road will be guarded by military stations, be fettered with no restraints, except in cases of contract with the Government to transport mails, munitions of war, &c., for limited times only; otherwise free to all men of all nations.

This grand scheme, though not to be carried into effect, perhaps with some few modifications, either in the present or next session of Congress; and that it may be accomplished with comparative ease, and even with an outlay by no means extravagant, will be readily seen, when it is remembered that the property in land (a few Indian claims to be allowed for) along the entire line is now vested in the United States.

Mr. Benton's speech in support of the bill was a masterly display of eloquence, thought, and power, a collection of proofs, and a summary of the future. He commenced with a history of all collections of the kind (all, I am bound to say, on a very minor scale as compared with his own, even allowing for past ages), and traced them from La Salle's project in 1680, from Montreal to the Pacific, down to the present day—commented on such a road as the great instrument of populating Oregon and California—or making San Francisco the finest harbour in the world, a vastemporium of commerce—and on opening a new and commanding avenue to the commerce of India, China, and all Asia. The Eastern world, as well as the Americas, will fly across our continent on a straight line to China. The rich commerce of Asia will flow through our centre and where has that commerce ever flourished without carrying wealth and dominion with it?" He then traced Indian commerce through Tyre, Sidon, Basile, Palmyra, Alexandria, Genoa, Venice, Lisbon, and Amsterdam; and London, what makes her the commercial mistress of the world, what makes an island so large than all our islands, and the last of the nations of possession in the four quarters of the globe—a match for half of Europe, and dominant in Asia?" What makes all this but the Asiatic trade?" Mr. Benton concluded his address, which was listened to with profound attention, with the following language:—"The state of the world calls for a new road to India, and it is our destiny to give it the last and greatest. Let us act up to the greatness of the occasion, and show our worthiness of the extraordinary circumstances in which we are placed by accident, while we are on an American road to India, central and additional, for ourselves and our posterity, now and hereafter, for thousands of years to come."

BIRTH.

On the 13th instant, at her residence, Princess Street South, Mrs. George Gutch, of a daughter.

MARRIED.

On Saturday, the 11th instant, at St. John's Church, Parramatta, by the Rev. H. H. St. George, Richard Rutledge, Esq., of Farnham, Port Fairy, to Alice, youngest daughter of the Rev. Charles Dickinson, of Kissing Point. DIED.

At Parramatta, on the 9th instant, of senile decay, Algernon C. Smith, aged 12 years, son of the late Neal McHenry, Esq.

On Monday, the 13th instant, at the residence of his son-in-law, Mr. B. J. Usher, Burdett-terrace, Margaret, relic of the late David Chambers, Esq., son, in the 76th year of his age.

SALES BY AUCTION.

IMPORTANT TO CHARTERERS OF HORSE SHIPS.

THE ENTIRE FITTINGS FOR ONE HUNDRED HORSE STALLS, ONLY JUST COMPLETED TO ORDER.

MR. GEORGE A. LLOYD

Has been favoured with instructions to sell by auction.

AT MILLER'S POINT WHARF,

TO-MORROW, WEDNESDAY,

At 12 o'clock.

WITHOUT ANY RESERVE.

THE entire fittings of ONE HUNDRED STALLS, constructed expressly for a first-class ship laid on for India, but now taken off the line.

COMMITTING OF—

30 Pieces scantling, 16 feet 6 x 3, morticed

40 Pieces scantling, about 16 feet, not cut, gaw staff for stringers

60 Pieces scantling, 16 feet long, 3 in. x 2 in. for deck battens, sawn staff

100 Mangers and poles, side-bars, breast-bars, bale closets, &c., for one hundred stalls, complete

Also, About 11,000 pounds Van Diemen's Land

beans: if purchased for shipment the purchaser will have the benefit of the draw-back.

Terms at sale. 2657

V. D. L. GATES,

EX-ALPH. FROM LAUNCESTON.

One of the finest samples that has arrived this

Also, 76 BAGS MIMOSA BARK.

MR. GEORGE A. LLOYD

Has been instructed to sell by auction, at the

City Mart, 474, George-street,

TO-MORROW, WEDNESDAY,

At 12 o'clock precisely.

THE favourite fast-sailing faithfully-built cutter ALPH. A, about 40 tons register, with all her stores.

The Auctioneer would call the particular attention of the Shipping Interest to the sale of this fine little vessel, so well known as a favourite trader between Launceston and Adelaide, and occasionally New Zealand. From her not being much known at this port, he would particularly request intending purchasers to inspect for themselves, and would merely remark that she will carry about 60 tons of coal, relatively to her loadings.

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